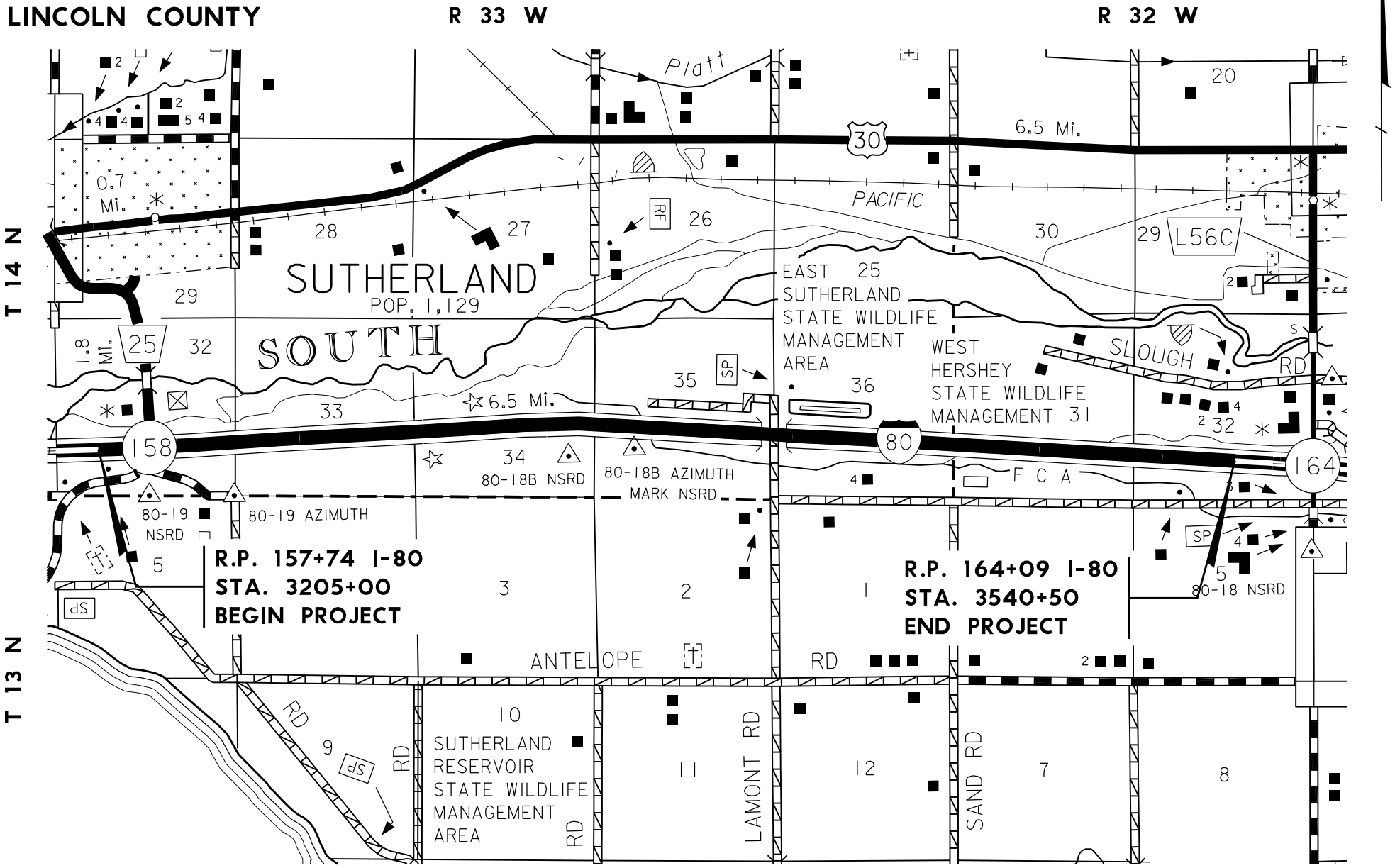
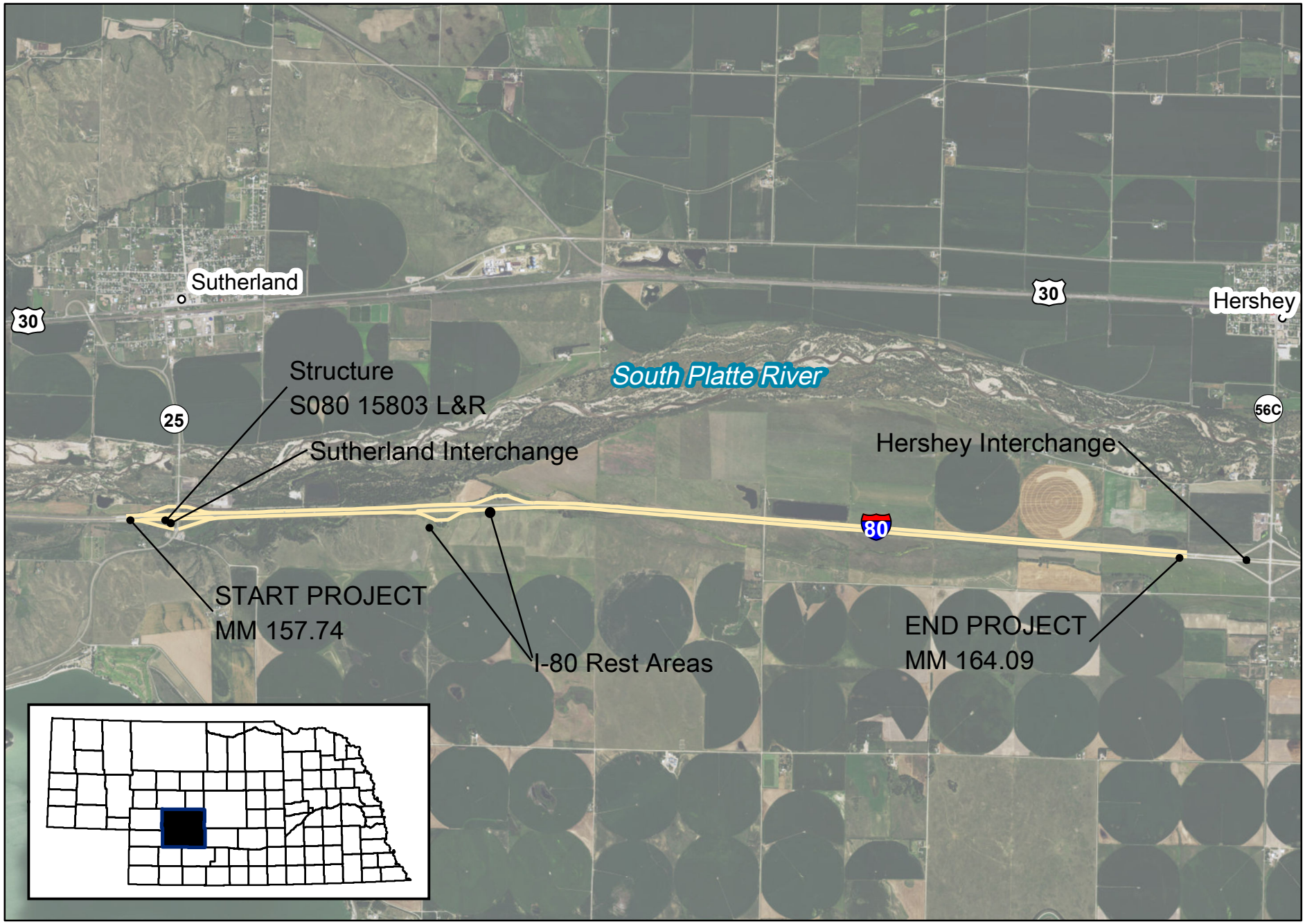
SUTHERLAND INTERCHANGE - HERSHEY
NH-HSIP-80-3(144)

C.N. 61490BOOKS 5860, 5980, 5981

LINCOLN COUNTY



Location Map



Project Area

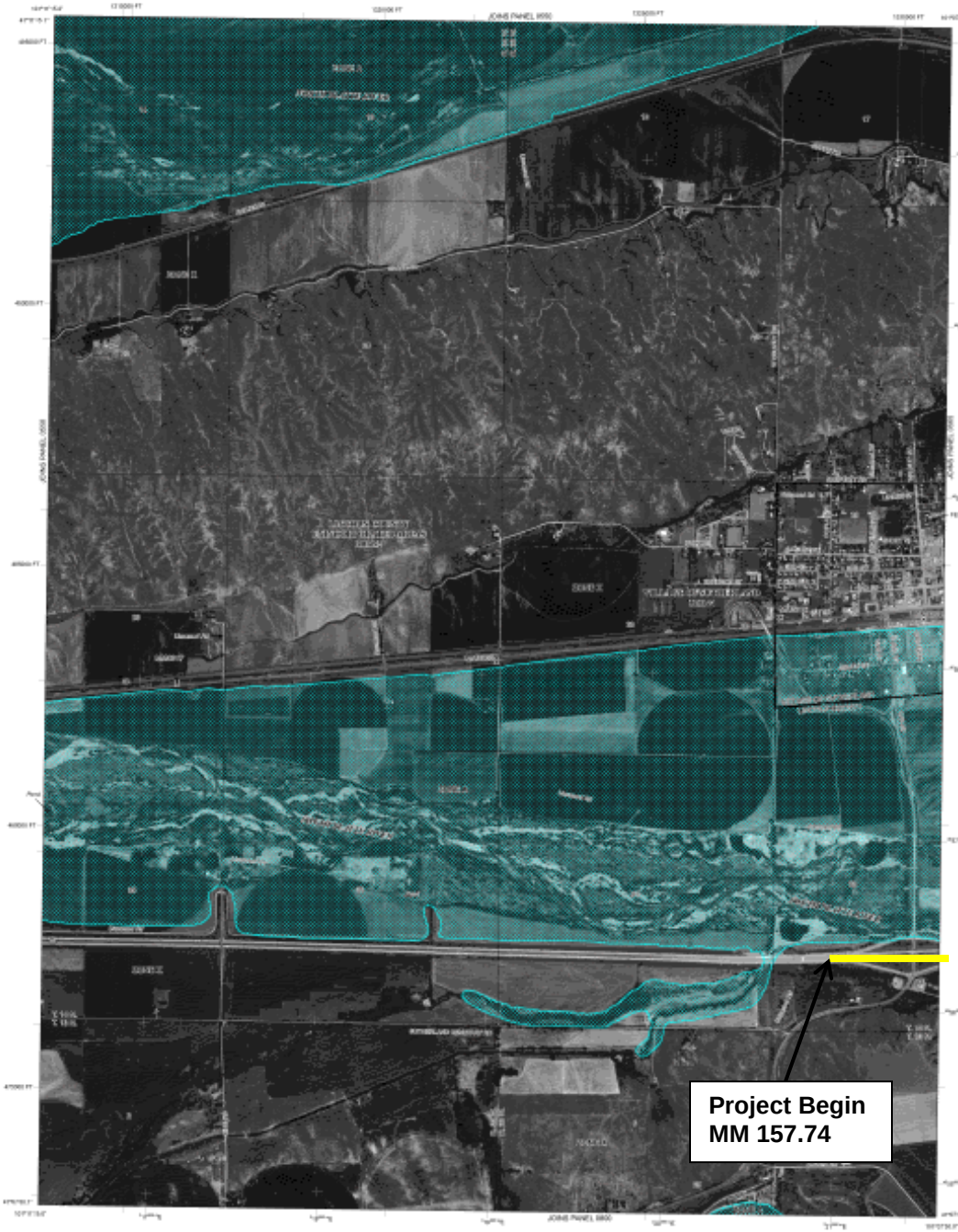
1 Miles

Sutherland Interchange - Hershey

Project No. NH-80-3(144)

CN 61490

Lincoln County



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A — No Base Flood Elevations determined.

ZONE AE — Base Flood Elevations determined.

ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR — Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood event.

ZONE A99 — Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones, and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

Cross section line

Transect line

Geographic coordinates referenced to North American Datum of 1983 (NAD 83)

10000-meter universal Transverse Mercator grid values, zone 14N

600000 FT — 500-foot grid ticks; Nebraska State Plane coordinate system (FIPSZONE 2900), Lambert Conformal Conic projection

5000000 FT

Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5 — River mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 2, 2009

EFFECTIVE DATES OF REVISIONS TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

250 0 500 1000 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0545C

FIRM

FLOOD INSURANCE RATE MAP

LINCOLN COUNTY, NEBRASKA
AND INCORPORATED AREAS

PANEL 545 OF 1675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

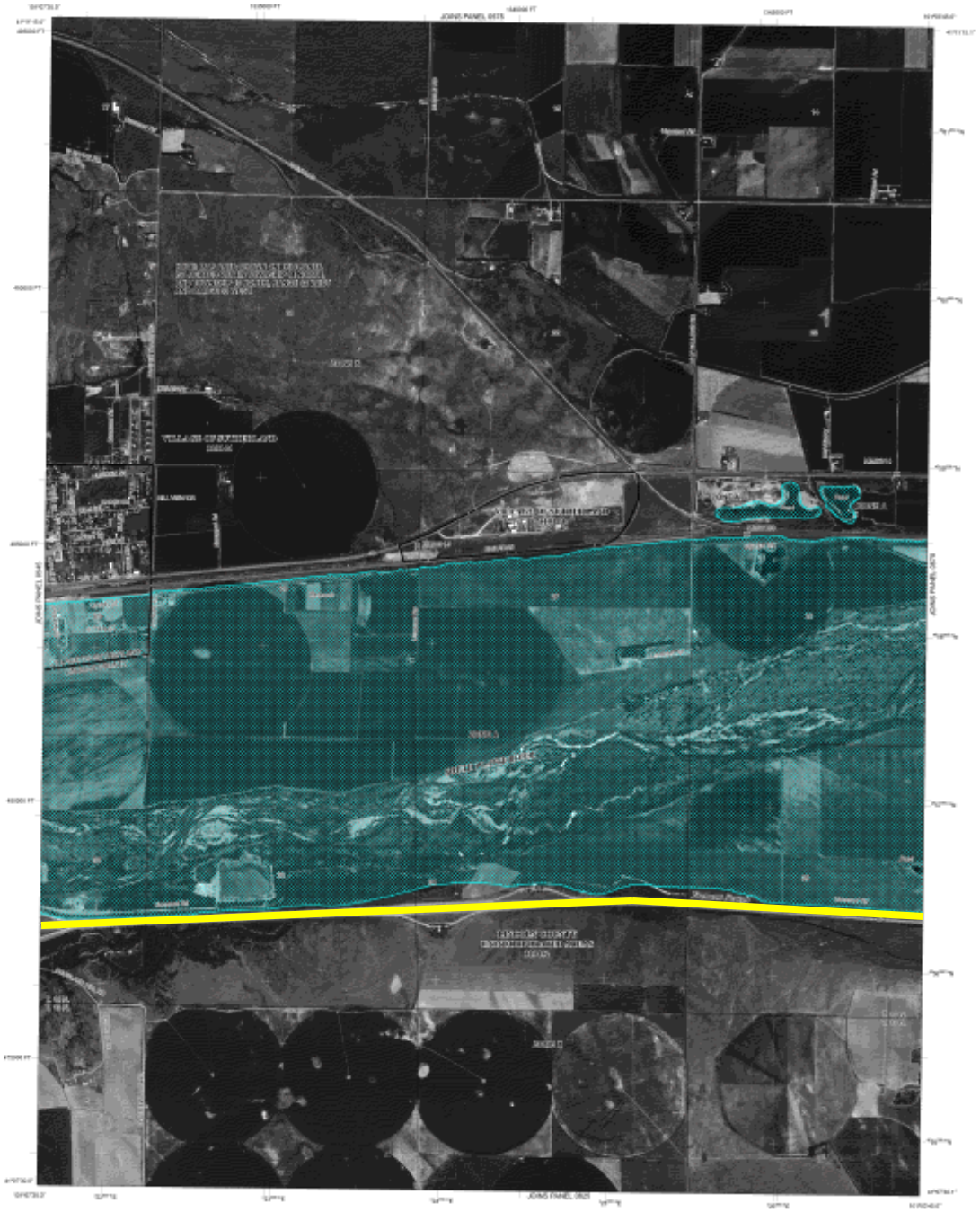
COMMUNITY	NUMBER	PANEL	SUFFIX
LINCOLN COUNTY, UNINCORPORATED AREAS	310372	0545	C
SUTHERLAND, VILLAGE OF	310144	0545	C

NOTICE TO USER: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
31111C0545C

EFFECTIVE DATE
JANUARY 2, 2009

Federal Emergency Management Agency



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A — No Base Flood Elevations determined.

ZONE AE — Base Flood Elevations determined.

ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR — Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood event.

ZONE A99 — Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are generally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones, and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 — Base Flood Elevation line and value; elevation in feet *

(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet *

* Referenced to the North American Vertical Datum of 1988

(A) — (B) Cross section line

(23) - - - - - (24) Transect line

97°07'30.0", 32°22'30.0" Geographic coordinates referenced to North American Datum of 1983 (NAD 83)

4275000m N 1000-meter Universal Transverse Mercator grid values, zone 14N

600000 FT 5000-foot ticks: Nebraska State Plane coordinate system (FIPSZONE 2900, Lambert Conformal Conic projection)

DRAIN 17 Name and date explanation of levels to users version of this FIRM panel.

M1.5 Bench mark (see explanation in Notes to Users section of this FIRM panel)

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 2, 2009

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

200 0 200 400 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0565C

FIRM

FLOOD INSURANCE RATE MAP

LINCOLN COUNTY, NEBRASKA AND INCORPORATED AREAS

PANEL 565 OF 1675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

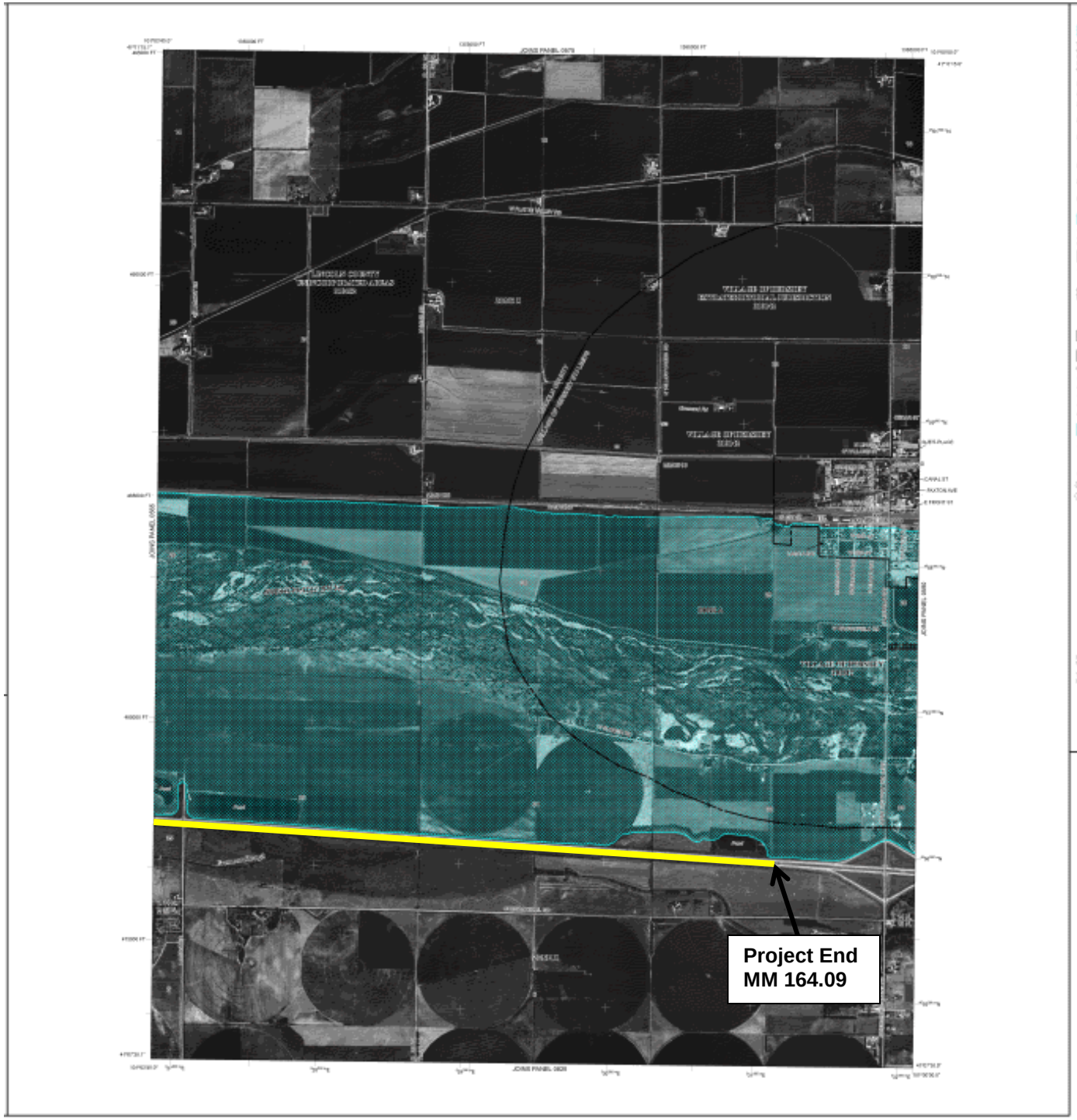
COMMUNITY	NUMBER	PANEL	SUFFIX
LINCOLN COUNTY, UNINCORPORATED AREAS	310473	0565	C
SUTHERLAND, VILLAGE OF	310194	0565	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
31111C0565C

EFFECTIVE DATE
JANUARY 2, 2009

Federal Emergency Management Agency



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood event.

ZONE A99 Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a watercourse plus adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE C Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones, and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513 Base Flood Elevation line and value; elevation in feet *

(EL 987) Base Flood Elevation value where uniform within zone; elevation in feet *

* Referenced to the North American Vertical Datum of 1988

(A) (B) Cross section line

(23) - - - - - (24) Transect line

97° 07' 30.0"/32° 22' 30.0" Geographic coordinates referenced to North American Datum of 1983 (NAD 83)

4275000 FT 10-kilometer Universal Transverse Mercator grid values, zone 14N

600000 FT 5000-foot grid ticks: Nebraska State Plane coordinate system (FIPSZONE 2900), Lambert Conformal Conic projection

DELAWARE 5 Bench mark (see explanation in Notes to Users section of this FIRM panel)

• M1.5 River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
January 2, 2009

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

200 0 200 400 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0570C

FIRM

FLOOD INSURANCE RATE MAP

LINCOLN COUNTY, NEBRASKA
AND INCORPORATED AREAS

PANEL 570 OF 1675

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LINCOLN COUNTY, UNINCORPORATED AREAS	310393	0570	C
HERSHEY, VILLAGE OF	310416	0570	C

MAP NUMBER
31111C0570C

EFFECTIVE DATE
JANUARY 2, 2009

Federal Emergency Management Agency

Wetlands PQS Memorandum

DATE 4/7/2016

TO Carmen Pellish, NDOR EDU

FROM Kimberly Baker, NDOR EPU

SUBJECT Wetlands PQS Memo
Project No: NH-HSIP-80-3(144)
Control No: 61490
Project Name: Sutherland Interchange - Hershey

☒A wetland delineation was completed May 19th-20th, 2014
Or
☐A desktop review was completed on

Are there wetlands, stream channels, or other waters within the study area?
☒ Yes ☐ No

Will the action result in wetland impacts in accordance with Section 404 of the Clean Water Act and/or Nebraska State Title 117?
☒ Yes ☐ No ☐ Not Applicable

If the project is processed with a Nationwide Permit, is a Pre-construction Notification required?
☒ Yes ☐ No ☐ Not Applicable

Describe resources, <u>potential</u> impacts and anticipated permit type (*Include estimated permanent wetland impacts (acres). If known, also provide estimated temporary wetland impacts (acres), estimated channel impacts (linear feet/acres), special wetland areas, cause of impacts, and any Nationwide Permit information.*): Approximately1.5 acres of PEMA/PEMC wetlands will be permanently impacted due to shoulder widening, earth shoulder construction, grading foreslopes, culvert work, and removing and replacing guardrail. Approximately 314 linear feet of channel will be impacted due to channel cleanout/shaping. Approximately 14 linear feet of channel will be permanently impacted due to culvert extensions. It is anticipated that this project will qualify for a Nationwide Permit 23.

Cowardin Class Impacted (*Select all that apply*)
☒ Palustrine ☐ Riverine ☐ Lacustrine ☐ Not Applicable

Describe any coordination conducted to date with officials/agencies (*Include: Any coordination with USACE)*: A pre-application meeting was held with the USACE on December 10, 2015.

Wetlands/Waters of the U.S. Mitigation
☐ On-Site/Permittee Responsible ☒ USACE Approved Mitigation Bank Site ☐ Not Applicable

Wetlands/Waters of the U.S. Commitments:

The Contractor shall not stage, store, waste or stockpile materials and equipment in undisturbed locations, or in known/potential wetlands and/or known/potential streams that exhibit a clear "bed and Bank" channel. Potential wetland areas consist of any area that is known to pond water, swampy areas or areas supporting known wetland vegetation or areas where there is a distinct difference in vegetation (at lower elevations) from the surrounding upland areas.

☒ All wetlands/waters within the project area that are not permitted for impacts will be marked on the 2W aerial sheets for the contractor as avoidance areas.

Select one of the following:

☐ No wetland impacts are anticipated for this project; however, if impacts are found during design, the required permits shall be obtained prior to letting. NDOR Environmental shall reevaluate the project for the change in impacts. All wetlands within the project area shall be marked on the project plans and on the Green Sheet for the Contractor as avoidance areas. (NDOR Design, NDOR Environmental)

☐ The project qualifies under Nationwide Permit # Non-notifying Nationwide Permit Number. The contractor shall adhere to the permit conditions, including regional and general conditions, during construction. (Contractor)

☒ The project will require a Nationwide Permit for impacts to waters of the U.S. The permit shall be obtained prior to project letting. The contractor shall adhere to all permit conditions, including regional and general conditions, during construction. (NDOR Environmental, Contractor)

Project Description:

This project will resurface 6.35 miles of Interstate 80 located in Lincoln County, starting 0.29 miles west of the grade separation for the Sutherland Interchange (Exit 158), at mile marker (MM) 157+74, and extending east to MM 164+09, 0.44 miles west of the grade separation for the Hershey Interchange (Exit 164). Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The existing roadway on this segment of Interstate 80 consists of four 12 foot wide concrete lanes divided by a depressed grass median with 12.5 foot wide outside shoulders, of which 10 feet is paved with concrete. The inside shoulders are 5.5 feet wide, of which 3 feet is paved with concrete. The existing bridge structures consist of clear roadway widths of 42 feet.

The improvements on this project consist of concrete repairs, resurfacing existing concrete pavement on driving lanes and shoulders with an asphalt overlay, shoulder widening, earth shoulder construction, grading foreslopes, culvert work, and removing and replacing guardrail. The improvements for structures S080 15803L and S080 15803R consist of deck repairs, overlaying the bridge, and sealing concrete rails. The improvements will also consist of concrete repairs and resurfacing the ramps for the Sutherland Interchange (Exit 158) and the rest areas. The rest areas will have repairs completed to the existing concrete pavement, and crack and joint sealing.

Scope details include:

- Grading beyond the hinge point will be required for the following work:
    - Guardrail
    - Earth shoulder construction
    - Grading new foreslopes
    - Shoulder widening and/or surfacing

    - Roadway grading for culvert extensions
    - Lighting, Signals, and/or ITS elements
    - Removal and replacement of overhead or ground mounted signs, supports and foundations.
- Grading beyond the hinge point will be required for the following work:
    - Widening LOC from 30 feet to 35 feet
- There are a total of 48 culverts that could be impacted by this project. As-built plans indicate that culverts are within the proposed lateral obstacle clear zone and impacts are anticipated at this time; however, a final determination will be made at Plan-in-Hand. The following work may be required:
    - Culvert ends require extension beyond the proposed lateral obstacle clear zone and to match the new foreslopes.
- Guardrail
    - Remove and replace guardrail
- The bridges over N-25 (Structures S080 15803L and S080 15803R) will be milled and resurfaced. The bridges will undergo partial and full depth deck repairs, and the concrete bridge rails will be sealed. The existing guardrail will be removed and replaced with surfacing added underneath.
- Concrete pavement repairs, joint sealing, and crack sealing will be completed for the rest area pavement.
- Curb and Gutter and Flume will be removed/replaced along the EB On-Ramp at the Rest Area
- Concrete pavement repairs to mainline, interchange ramps, and rest area ramps will be made prior to resurfacing.
- Surfacing will be placed under the guardrail.
- The existing surfaced shoulders will be widened from 10 foot wide to 12 foot wide on the outside and from 3 foot wide to 4 foot wide with a beveled edge on the inside.
- Earth shoulders will be constructed to match the widened surfaced shoulder.
- The trench widening operation will remove material adjacent to the existing surfacing. This trench will be filled with asphalt.
- The existing ramps (mainline and shoulders) at MM 158+03, MM 159+60, and MM 159+94 will be milled and resurfaced.
- The existing foreslopes (inside and outside) will be regraded to no steeper than 6:1 slopes.
- Surfacing will be placed at the permanent DMS location; MM 160+60 (WB)
- Short segments of the existing surfaced shoulders, south and north of the ramp terminals, will be removed and replaced with asphalt to transition to the 4 inch grade raise of the ramps.
- Project surveying and staking will be required.
- Areas disturbed during construction will be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
- Rumble strips will be replaced on the resurfaced shoulders.
- Permanent pavement markings will be applied to all new surfacing.
- Existing interchange and rest area ramp lighting will be removed and replaced as needed due to the grade raise and earth shoulder reconstruction along the mainline.
- Additional property rights will not be required to build this project.
- This project will be constructed under traffic with lane closures controlled with approved temporary traffic control.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W1

C.N. 61490

SUTHERLAND INTERCHANGE - HERSHEY

LINCOLN COUNTY

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:20

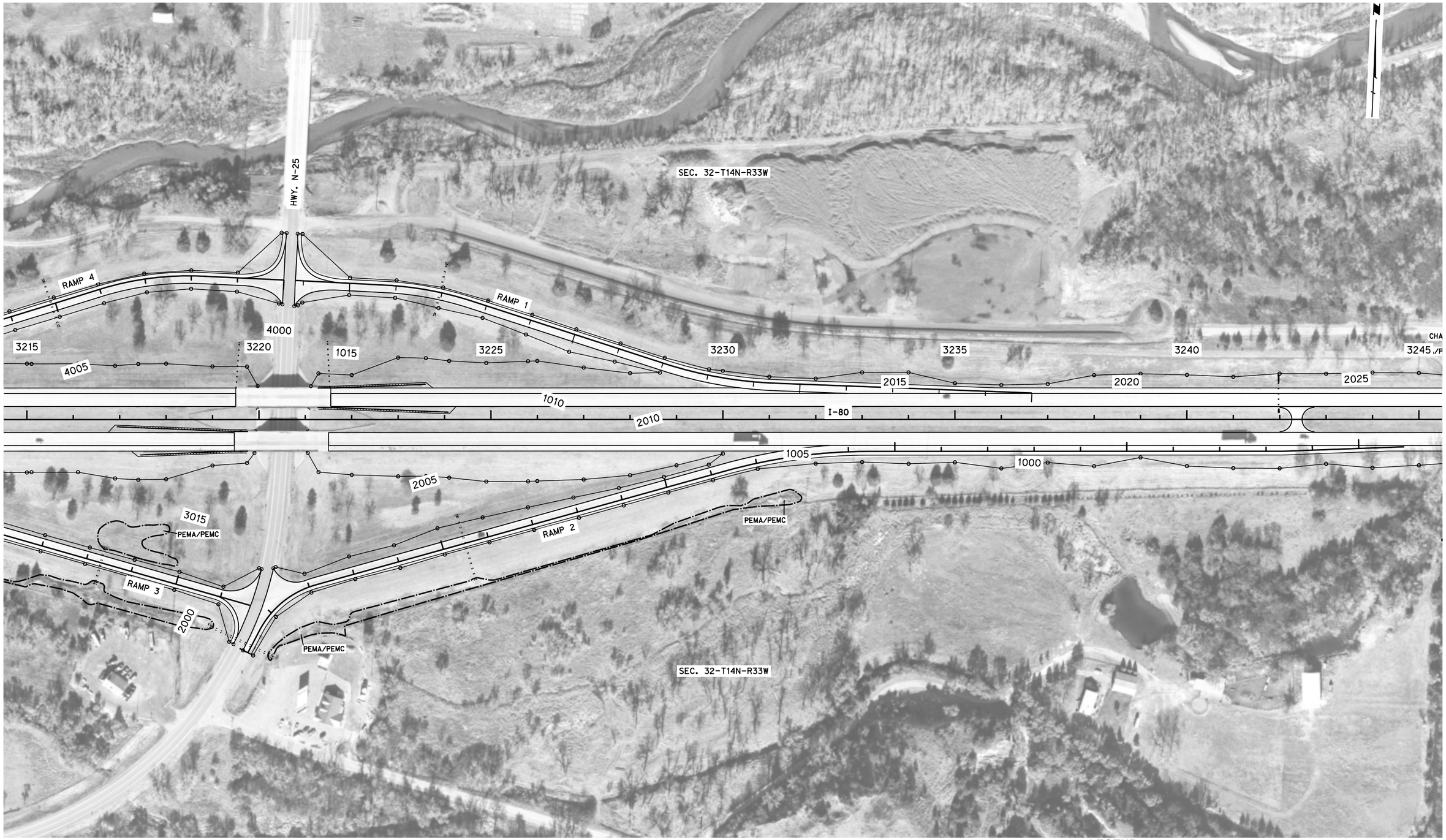
File: 614900co01.dgn
Scale: 1:200

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W2

C.N. 61490



LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:20

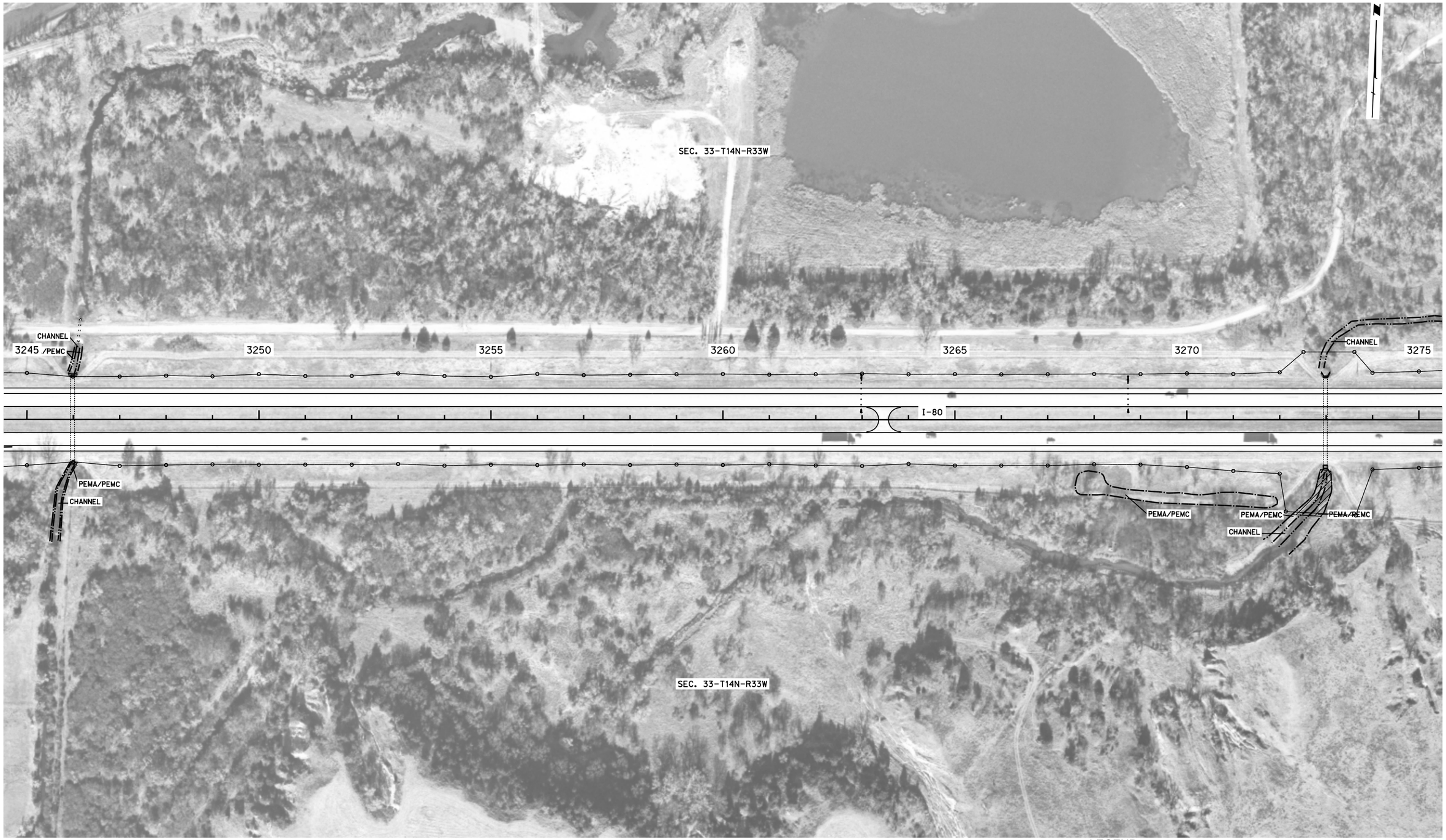
File: 614900cc02.dgn
Scale: 1:200

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W3

C.N. 61490



LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:20

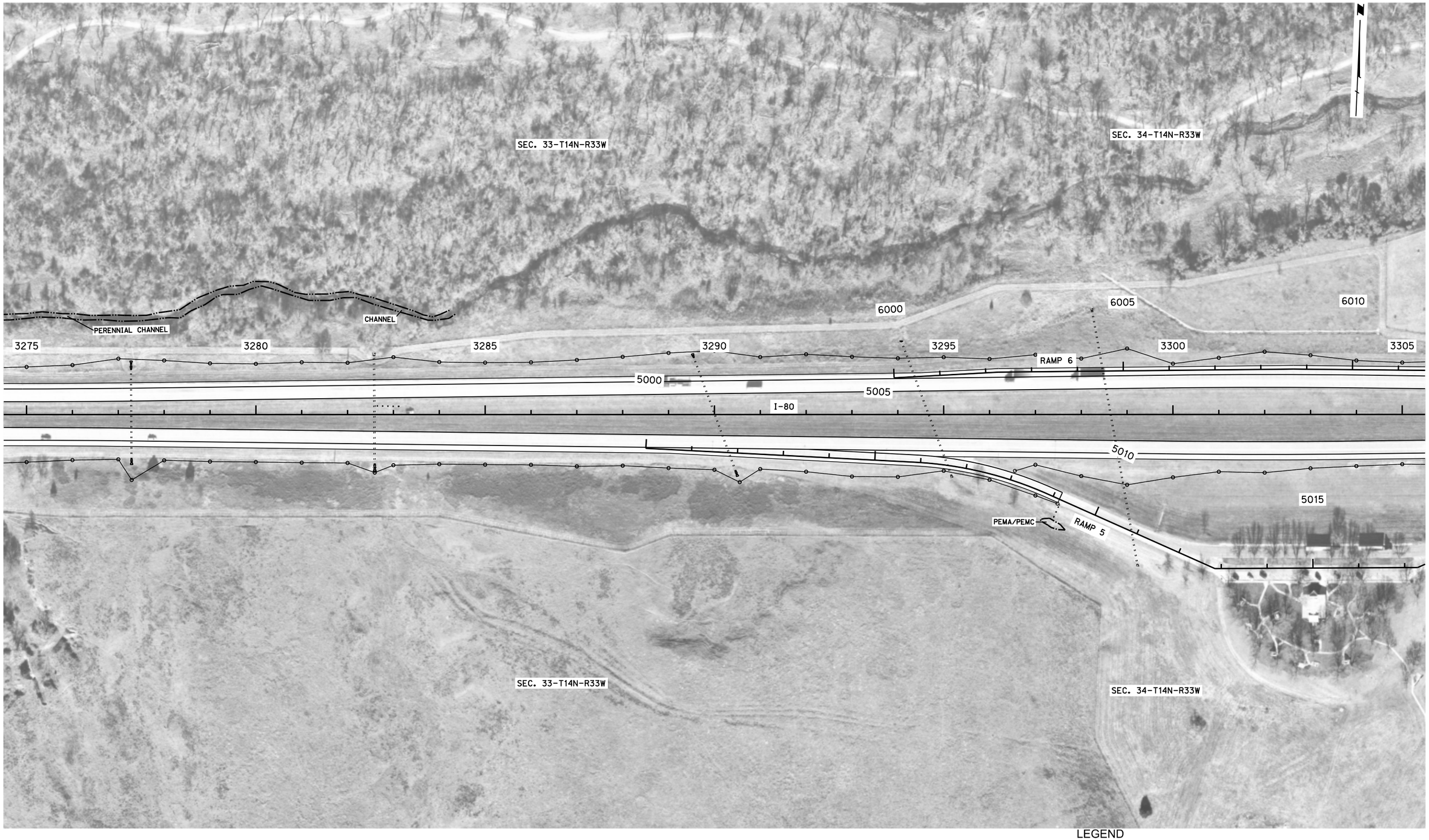
File: 614900ca03.dgn
Scale: 1:200

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W4

C.N. 61490



LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION
Computer: W-AMWIC-D-00044
User: Borchers
Date: 09-NOV-2015 11:20
File: 614900cd04.dgn
Scale: 1:200

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W5

C.N. 61490

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:20

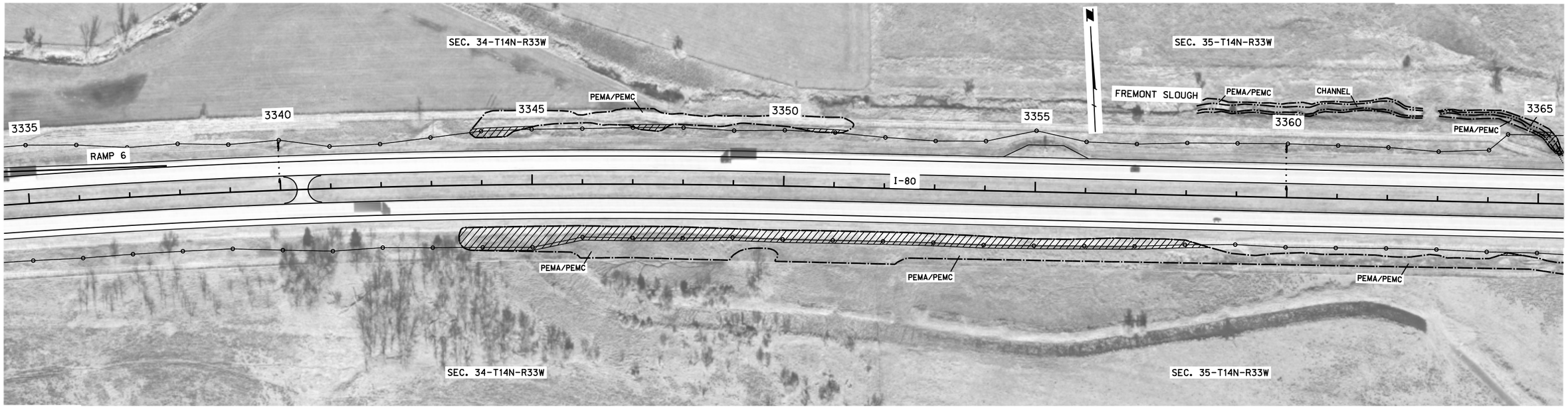
File: 614900ca05.dgn
Scale: 1:200

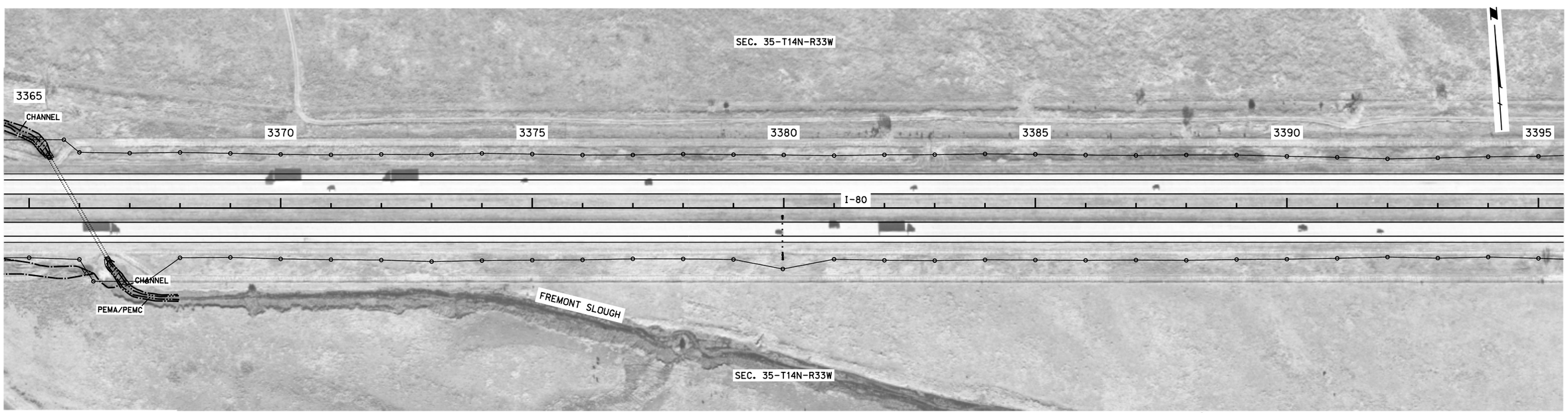
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W6

C.N. 61490





LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:20

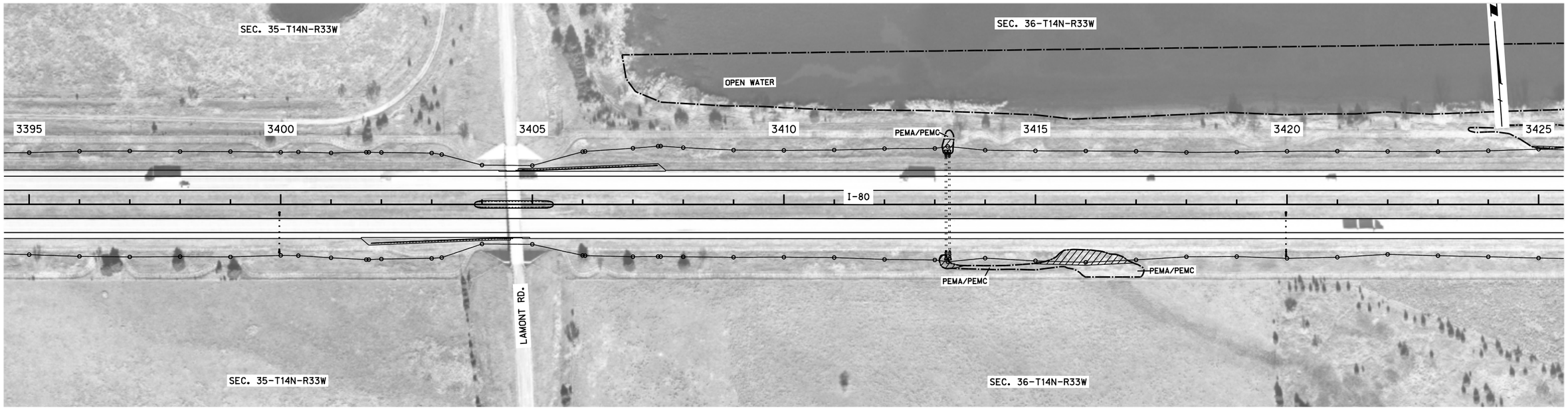
File: 614900ca06.dgn
Scale: 1:200

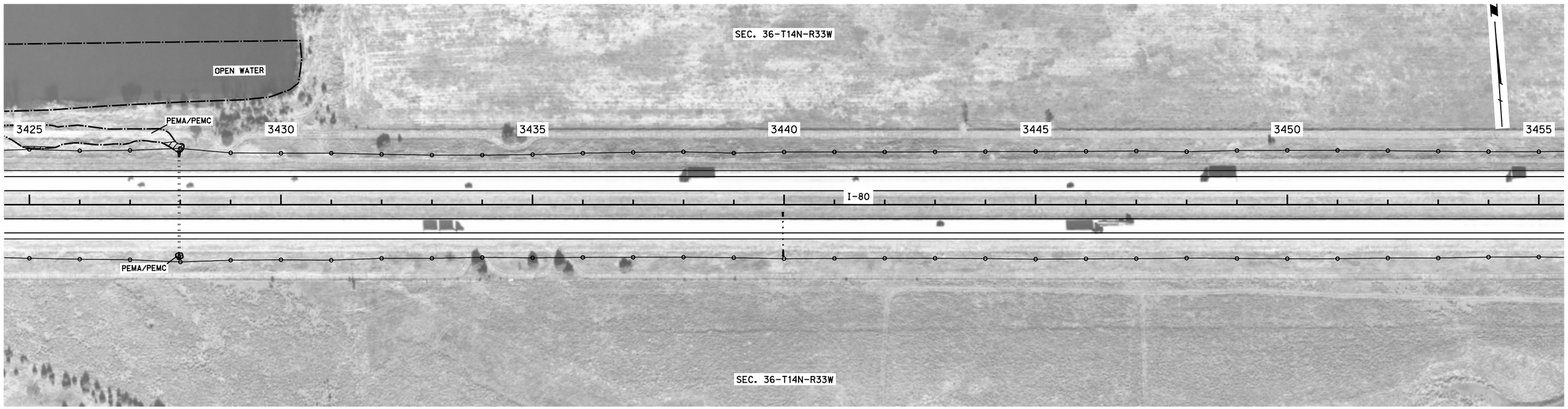
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W7

C.N. 61490





LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:20

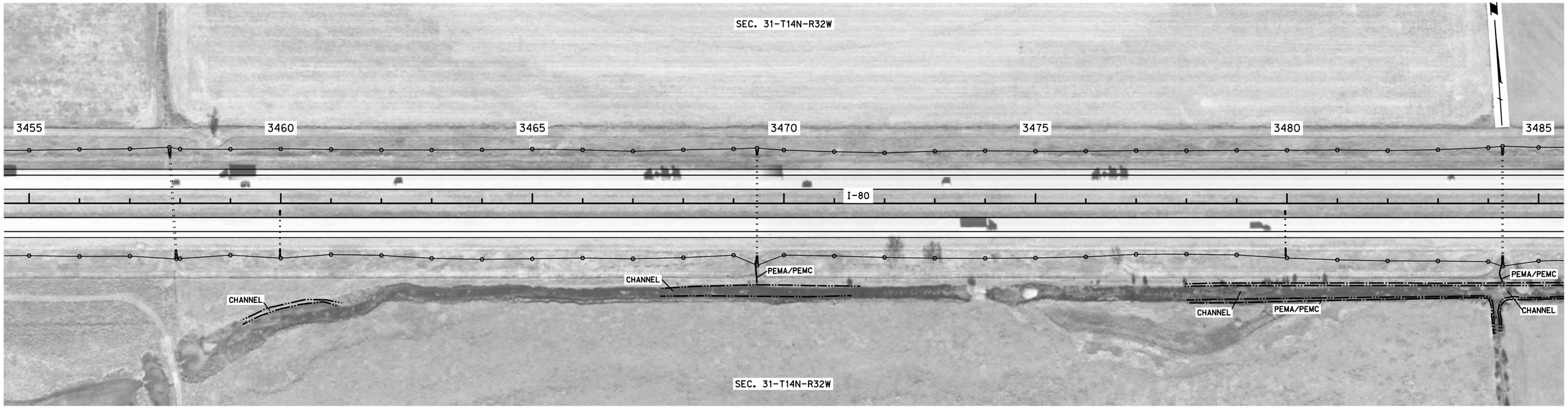
File: 614900ca07.dgn
Scale: 1:200

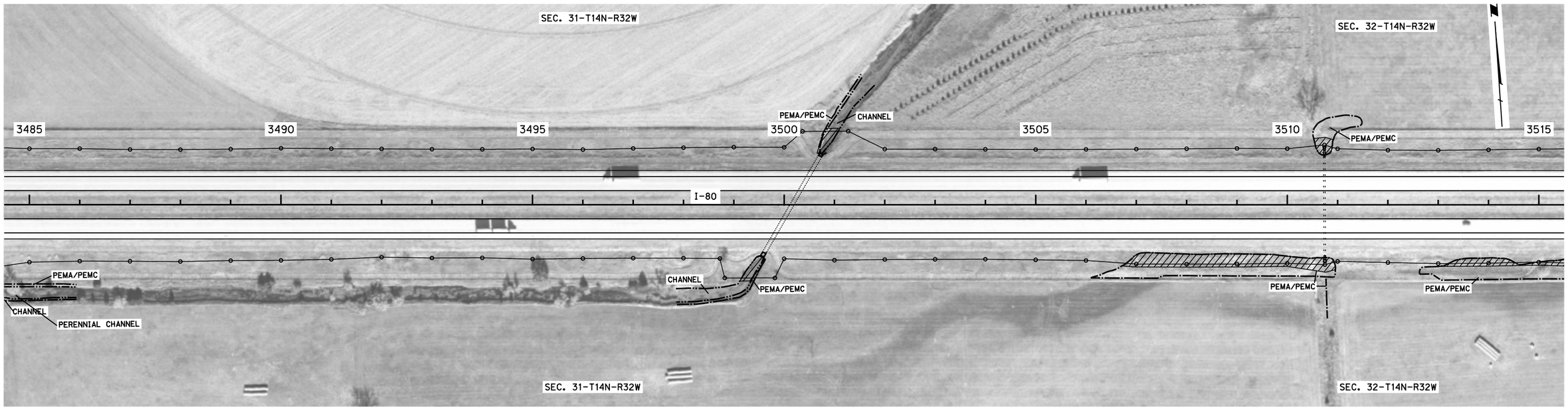
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W8

C.N. 61490





LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:21

File: 614900ca08.dgn
Scale: 1:200

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PARSONS BRINCKERHOFF

PROJECT NO.	SHEET NO.
80-3(144)	2-W9

C.N. 61490

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

DATE: 11/03/2011
FLIGHT: 11763 & 11764
SCALE: 1"=100'

ROADWAY DESIGN DIVISION

Computer: W-AMWIC-D-00044

User: Borchers

Date: 09-NOV-2015 11:21

File: 614900co09.dgn
Scale: 1:200

Biological Assessment PQS Memorandum

DATE	10/13/2015
TO	Carmen Pellish, NEPA Project Manager
Cc	Kimberly Baker, EPU Project Manager
FROM	Melissa Marinovich, T&E Species Biologist
SUBJECT	Sutherland Interchange - Hershey; NH-HSIP-80-3(144); CN 61490 Threatened & Endangered Species Concurrence

The biological assessment final approval on: **10/13/2015**

Threatened and Endangered Species Effect Determination:

☐ The Project(s) will have "No Effect" to all state or federally listed species or their designated critical habitat (Level 1).

☒ A "May Affect, Not Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: **Whooping Crane**.

☐ This BA required FHWA Review and Approval.

FHWA Concurrence Date:

☐ This BA required further consultation with the resource agencies (Level 2).

USFWS Concurrence Date:

NGPC Concurrence Date:

☐ Unique conservation conditions were developed and are included below (Level 3).

☐ A "May Affect, Likely to Adversely Affect" determination is made for the following species/critical habitat with the conservation conditions listed below: (Level 3).

Additional Coordination with Other Tribal or Federal Agencies:

Description of Coordination:

Bald and Golden Eagle Protection Act:

This project was reviewed for potential impacts to bald and golden eagles. It has been determined that suitable habitat does exist within 0.5 miles of the Environmental Study Area. NDOR will utilize the Bald Eagle Survey Protocol to determine when a survey for nests and/or roosts should be conducted. If nest(s) are present within 0.5 miles of the project area, NDOR will notify the Nebraska Game and Parks Commission and United States Fish and Wildlife Service, and construction will not commence prior to their approval.

Migratory Bird Treaty Act:

NDOR has developed an Avian Protection Plan (APP) to reduce conflicts between construction of NDOR projects and the laws governing migratory birds. This procedure is designed to protect and conserve avian populations and reduce avian conflicts through changes in project scheduling (i.e. tree clearing outside of primary nesting period), increased migratory bird surveys, and changes in project construction timelines. NDOR will utilize its APP to reduce conflicts with migratory birds on this project.

Fish and Wildlife Coordination Act:

A wetland delineation was completed; however, impacts are not yet available. Based on current project design, this project will require a NPDES permit and Section 404 permit from the Corps of Engineers.

Conservation Conditions: *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the Federal Highway Administration. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

A-1 **Changes in Project Scope**. If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. *(District Construction, Contractor)*

A-2 **Conservation Conditions**. Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. *(District Construction, Contractor)*

A-3 **Early Construction Starts**. Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. *(District Construction, Contractor)*

A-4 **E&T Species**. If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. *(NDOR Environmental, District Construction, Contractor)*

A-5 **Refueling**. Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. *(Contractor)*

A-6 **Restricted Activities**. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans:

borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

For activities outside the project limits, the contractor should refer to the Nebraska Game and Park Commission website to determine which species ranges occur within the off-site area. The contractor should plan accordingly for any species surveys that may be required to approve the use of a borrow site, or other off-site activities. The contractor should review Chapter 11 of the Matrix (on NDOR's website), where species survey protocol can be found, to estimate the level of effort and timing requirements for surveys.

Any project related activities that occur outside of the project limits must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (NDOR Environmental, District Construction, Contractor).

A-7 **Waste/Debris**. Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. *(Contractor)*

A-8 **Post Construction Erosion Control.** Erosion control activities that may take place by NDOR Maintenance or Contractors after construction is complete, but prior to project close-out, shall adhere to any standard conservation conditions for species designated for the project area during construction. (NDOR Maintenance, District Construction, Contractor)

S-2 **Platte River Depletions**. All efforts will be made to design the project and select borrow sites to prevent depletions to the Platte River. If there is any potential to create a depletion, NDOR (during design) and the contractor (for borrow sites) shall follow the current Platte River depletion protocols for coordination, minimization, and mitigation. In general the following are considered de minimis depletions, but may still require agency coordination; a project which: a) creates an annual depletion less than 0.1 acre feet, b) creates a detention basin that detains water for less than 72 hours, c) any diverted water will be returned to its natural basin within 30 days, or d) creates a one-time depletion of less than 10 acre feet.

S-3 **Revegetation**. All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed **plants** were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the project. (NDOR Environmental)

S-4 **Sensitive Areas.** Environmentally Sensitive Areas will be marked on the plans, in the field, or in the contract by NDOR Environmental for avoidance. (NDOR Environmental, District Construction)

Whooping Crane:

WC-1 Construction activities will not occur during Whooping Crane migration periods. (Spring migration: March 10 – May 10; and fall migration: September 16 – November 16). (NDOR Environmental, Construction, Contractor)

OR

WC-2 If construction activities occur during Whooping Crane migration periods (Spring migration: March 10 – May 10; and fall migration: September 16 – November 16), NDOR trained personnel, or a qualified biologist, will conduct surveys according to protocol at the following locations: MM 157+74 to 159+00, 161+33 to MM 162+53, and MM 163+81 to MM 164 **(prior to the start of daily construction activities)**. If species are present the District will notify the Contractor to stop work within 1/2 mile of the whooping crane and follow the protocol to determine when work can resume **(also not initiate work if species is found in the morning survey)**. Options for resuming work may include but are not limited to (NDOR Environmental, Construction, Contractor):

- Construction activities are limited to the hours from 10:00 a.m. to 4:00 p.m. (CST) during the migration period, unless morning survey indicates Whooping Cranes are not present.
- If a whooping crane is observed during the survey within ½ mile of the project, but departs the area (further than ½ mile from the project) then work can resume. Document this departure according to protocol.

AND

WC-3 Herbaceous species used for re-seeding within ¼ mile of the following location: MM 157+74 to 159+00, 161+33 to MM 162+53, and MM 163+81 to MM 164 will be native grass or forb species. Native shrub or woody species used in restoration should reach no more than 4 feet in height at maturity. (Design, NDOR Environmental).

R-11 For the **whooping crane**, nighttime work with lights from March 10 - May 10 and September 16 - November 16 is not authorized. If nighttime work is required, the Contractor will notify the District and the District will request approval from NDOR Environmental Section at least 10 working days prior to construction so consultation with the USFWS, NGPC, and FHWA can be initiated. Approval from these agencies is required (NDOR Environmental, District Construction, Contractor).

Bald and Golden Eagle Protection Act:

- Suitable **bald eagle** nesting and/or roosting habitat exists within 0.5 miles of the Environmental Study Area. If construction will begin between February 1 and April 15, a nest survey must be completed at least 1 but not more than 14 days prior to construction. If construction will begin between April 15 and October 1, a nest survey completed in March is sufficient, as nests will likely already be constructed if nesting will occur that year. However, a nest survey may be completed anytime during this timeframe, as long as it is completed prior to construction. If bald eagles are nesting in the area, consultation with NGPC and USFWS will be required prior to beginning construction activities.

NOV 14 2014
BY:

U.S. Department of Transportation
Federal Highway Administration

Nebraska Division

100 Centennial Mall North Rm 220
Lincoln, Nebraska 68508
402-742-8460
402-742-8480
[Sender's Web address]

Nebraska State Historic Preservation Office
Received
NOV 7 2014
NSHS

11/6/14

In Reply Refer To:
HAD-NE

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
Box 82554
Lincoln, NE 68508

HP# 1411-101-01
County LN
STR. X ARCHEO. X
Resp. NR Date 20141118

80

RE: Cultural Resources Survey
Sutherland-Hershey, NH-HSIP-80-3(144), Lincoln County
CN 61490

Dear Mr. Puschendorf:

Please review this report on historic resources for the projects mentioned above as required under Section 106 of the National Historic Preservation Act of 1966 as amended and implementing regulations at 36 CFR Part 800.

An evaluation of the potential for cultural resources, both archeology and standing structures, is included below.

Project Description:
This project would resurface 6.35 miles of Interstate 80 located in Lincoln County, starting 0.29 miles west of the grade separation for the Sutherland Interchange (Exit 158), at mile marker (MM) 157.74, and extending east to MM 164.09, 0.44 miles west of the grade separation for the Hershey Interchange (Exit 164). Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement (Enclosure 1).

The existing roadway on this segment of Interstate 80 consists of four 12 foot wide concrete lanes divided by a depressed grass median with 12.5 foot wide outside shoulders, of which 10 feet is paved with concrete. The inside shoulders are 5.5 feet wide, of which 3 feet is paved with concrete. The existing bridge structures consist of clear roadway widths of 42 feet.

The improvements on this project consist of concrete repairs, resurfacing existing concrete pavement on driving lanes and shoulders with an asphalt overlay, shoulder widening, earth shoulder construction, grading foreslopes, culvert work, and removing and replacing guardrail. The improvements for structures S080 15803L and S080 15803R consist of deck repairs, overlaying the bridge, and sealing concrete rails. The improvements would also consist of

concrete repairs and resurfacing the ramps for the Sutherland Interchange (Exit 158) and the rest areas. The rest areas would have repairs completed to the existing concrete pavement, and crack and joint sealing.

Scope details include:

- Grading beyond the hinge point would be required for the following work:
  - Guardrail
  - Earth shoulder construction
  - Grading new foreslopes
  - Shoulder widening and/or surfacing
  - Roadway grading for culvert extensions
  - Lighting, Signals, and/or ITS elements
  - Removal and replacement of overhead or ground mounted signs, supports and foundations.
- Grading beyond the hinge point may be required for the following work (Roadway Design would make a determination at Plan-in-Hand):
  - Widening LOC from 30 feet to 35 feet
- There are a total of 48 culverts that could be impacted by this project. As-built plans indicate that culverts are within the proposed lateral obstacle clear zone and impacts are anticipated at this time; however, a final determination would be made at Plan-in-Hand. The following work may be required:
  - Culvert ends require extension beyond the proposed lateral obstacle clear zone and to match the new foreslopes.
- Guardrail
  - Remove and replace guardrail
- The bridges over N-25 (Structures S080 15803L and S080 15803R) would be milled and resurfaced. The bridges would undergo partial and full depth deck repairs, and the concrete bridge rails would be sealed. The existing guardrail would be removed and replaced with surfacing added underneath.
- Concrete pavement repairs, joint sealing, and crack sealing would be completed for the rest area pavement.
- Concrete pavement repairs to mainline, interchange ramps, and rest area ramps would be made prior to resurfacing.
- Surfacing would be placed under the guardrail.
- The existing surfaced shoulders would be widened from 10 foot wide to 12 foot wide on the outside and from 3 foot wide to 4 foot wide with a beveled edge on the inside.
- Earth shoulders would be constructed to match the widened surfaced shoulder.
- The trench widening operation would remove material adjacent to the existing surfacing. This trench would be filled with asphalt.
- The existing ramps (mainline and shoulders) at MM 158.03, MM 159.60, and MM 159.94 would be milled and resurfaced.
- The existing foreslopes (inside and outside) would be regraded to no steeper than 6:1 slopes.

- Short segments of the existing surfaced shoulders, south and north of the ramp terminals, would be removed and replaced with asphalt to transition to the 4 inch grade raise of the ramps.
- Project surveying and staking would be required.
- Areas disturbed during construction would be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
- Rumble strips would be replaced on the resurfaced shoulders.
- Permanent pavement markings would be applied to all new surfacing.
- Existing interchange and rest area ramp lighting would be removed and replaced as needed due to the grade raise and earth shoulder reconstruction along the mainline.
- Additional property rights would not be required to build this project.
- This project would be constructed under traffic with lane closures controlled with approved temporary traffic control.

Area of Potential Effects (APE):
The APE for archeological and standing structure properties was chosen to adequately identify any historic properties that may be potentially altered by this undertaking. The APE for *direct* effects includes the Interstate 80 roadway/shoulders, interchange ramp and rest areas slated for improvements as well as Structures S080 15803L and S080 15803R. Given the scale and nature of the undertaking, any effects of project activities extending beyond the direct APE would be temporary and the potential impact on historic properties, if any, negligible. No new right-of-way or detour would be required. Definition of a broader *indirect* APE for secondary or cumulative impacts is not required in this instance (Enclosure 2).

Archeology:
The proposed undertaking was evaluated by NSHS archeologist, Amy Koch in October of 2014. Consultation with the NSHS cultural resources GIS database and General Land Office Survey maps revealed no archeological sites within the project APE.

This project would disturb no new right-of-way and primarily involves resurfacing the existing Interstate highway and shoulders. Grading within existing right-of-way for guardrails, culverts, foreslopes, lighting, signals, ITS elements, and shoulder construction/widening would occur in soils extensively disturbed by previous Interstate highway and shoulder construction.

Given the scale and the scope of this project, no further archeological evaluation is recommended. The project would not impact archeological historic properties.

Standing Structures:
Highway archeologist, Amy Koch consulted with recent Google Earth images of the project as well as NeSHPO files and determined that there are not any architectural properties listed on the National Register of Historic Places present. Structures S080 15803L and S080 15803R are not identified as eligible in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. These inventories were a joint effort between the Nebraska Department of Roads and your office and evaluated the National Register eligibility of all bridges in the state. The structures are not listed in the inventories as eligible for inclusion on the National Register

of Historic Places because they do not possess the necessary engineering/design significance to be considered eligible. Structures S080 15803L and S080 15803R are also not on the list of structures excluded from the November 2012 Advisory Council on Historic Preservation Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges. There are no structural or architectural historic properties in the APE.

Given the scale and scope of the undertaking, a formal evaluation for structural and architectural resources was not required. With the exception of the aforementioned bridges, there are no standing structures located within the APE as defined (Stupka-Burda, NDOR 106 Specialist).

It is recommended that the Sutherland-Hershey project would have no affect to structural or architectural historic properties.

Recommended Effects:
The Federal Highway Administration respectfully requests NeSHPO concurrence with the above eligibility recommendations.

The proposed undertaking would not affect historic properties and the Federal Highway Administration recommends a finding of "no historic properties affected" and respectfully requests NeSHPO concurrence with this recommendation.

If you have any questions regarding this information do not hesitate to contact me at your earliest convenience.

Sincerely,

Melissa Maiefski
Program Delivery Team Leader

CONCUR:

Jill Dolberg for BP — 11-24-14

L. Robert Puschendorf, Deputy State Historic Preservation Officer — Date

ENCLOSURES
1. Project Aerial.
2. Archeology and Standing Structures APE Maps.

Nebraska Department of Roads

Planning and Project Development

Hazardous Materials Memorandum

Date: January 28, 2016

To: Carmen Pellish, Highway Environmental/NEPA Specialist, Planning and Project Development

From: Will Packard, Highway Environmental Specialist, Planning and Project Development

Subject: Hazardous Materials Review Memo for the NDOR Project Sutherland to Hershey (C.N. 61490).

Overview

A hazardous materials review (HMR) was completed by Parsons Brinckerhoff for Sutherland to Hershey project and approved by NDOR on January 28, 2016. A HMR was required for this project because the scope of work exceeds the project exemptions. The purpose of the HMR is to identify environmental concerns associated with hazardous materials and petroleum products which could potentially be encountered during the construction project. This memo summarizes the conclusions and applicable mitigation measures found in the HMR and assists the Environmental Documents manager in completing the Hazardous Materials section of the CE Determination Form for Federal-Aid Projects. The HMR can be found in the NDOR project file.

Hazardous Material Site Discussion

The HMR did identified one facility, I-80 Sports Spot Warehouse, where a past release has occurred within the hazardous materials study area. The facility is located at the southwest corner of the Sutherland interchange and the release was associated with a leaking underground storage tank. Groundwater and soil contamination was discovered when the tanks were removed in 1995. The file is now closed with no further remedial action necessary. The adjacent work consists of resurfacing the ramps with minimal soil disturbance within the roadway embankment. Based on scope of work, there is a low potential of encountering contamination originating from this site during construction.

Asbestos and Lead

The scope of bridge work does not require an asbestos survey or lead commitments. No asbestos or lead mitigation is required.

Unexpected Waste Commitment

If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material shall stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then NDEQ shall be consulted and a remediation plan shall be developed for this project. The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ shall be contacted for consultation and appropriate actions to be taken. The Contractor is required by NDOR's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws (NDOR District, Contractor).

Sincerely,

Will Packard 1/28/16

Name Date

Will Packard, Highway Environmental Specialist
Planning and Project Development
NDOR

Nebraska Department of Roads

Planning and Project Development

Noise Study Determination Memo

Date: January 28, 2016

To: Camen Pellish, Highway Environmental/NEPA Specialist, Planning and Project Development

From: Will Packard, Highway Environmental Specialist, Planning and Project Development

Subject: Noise Study Determination Memo for the NDOR Project Sutherland to Hershey (C.N. 61490)

The NDOR Noise Section staff has reviewed the project description for the Sutherland to Hershy project to determine if a noise study is warranted. Based on the materials reviewed, this project does not fit the definition of a Type I project and is therefore exempt from a noise study.

Sincerely,

Will Packard 1/28/16

Name Date

Will Packard, Highway Environmental Specialist
Planning and Project Development
NDOR

Probable Class of NEPA Action Form

**Attach the DR 530 for an LPA project, DR-73 for a State project, and an aerial location map of the project which includes project start and end points.*

Date this DR-53 was Completed:	Control Number: *(NDOR Completes)*	Project No.: *(NDOR Completes)*
9/29/14	61490	NH-HSIP-80-3(144)

Project Name: Sutherland-Hershey

☐ LPA Project ☒ State Project

Local Public Agency or NDOR District and County Project Located In: NDOR District 6, Lincoln County, Nebraska

Answer the following questions: *(See Instructions)*	**Yes**	**No**
1. Would the project construct a new roadway on a new location?	☐	☒
a. If yes, would the new roadway have 4 or more lanes?	☐	☐
2. Would the project create a new access controlled freeway facility?	☐	☒
3. Would the project include a new interchange?	☐	☒
4. Is it likely the project would disturb any ground outside the existing paved roadway surface?	☒	☐
5. Is it likely the project would add capacity *(adding thru lanes to a road, fly-by lane, passing lane, auxiliary or turn lane that is > or = 1 mile in length)* to an existing roadway?	☐	☒
6. Is it likely the project would close a road, bridge, or access for more than 3 consecutive days?	☐	☒
7. Is it likely the project would disturb natural ground *(soil)* below or beyond existing fill material?	☒	☐
8. Is it likely the project would require the acquisition of right-of-way *(ROW)*, including permanent easements and/or temporary construction easements?	☐	☒
a. If yes, is it likely more than 1.5 acres per linear mile of ROW or easements would be needed?	☐	☐
b. If yes, is it likely farmland would be purchased?	☐	☐
c. Is it likely the project would require homes, businesses, or farms to be relocated?	☐	☐
9. Is it likely the project would change access control rights to an existing roadway?	☐	☒
10. Is there known public opposition or controversy related to this project or is it anticipated?	☐	☒
11. Is additional outreach proposed beyond the program hearing/meeting?	☒	☐
12. Are there any Section 4(f) properties *(including: publicly owned parkland, trail, wildlife refuge, or known historic properties)* present along or within 0.25 mile of the project?	☒	☐
a. If yes, is it likely the project would impact a Section 4(f) property?	☐	☒
13. Based on past experiences or to your knowledge, is the project adjacent to structures that are 50 years old or older, or are there any known historic structures in the project area?	☒	☐
14. Would the project affect an eligible historic bridge?	☐	☒
15. Based on past experiences or to the best of your knowledge, are there any State or Federally listed Threatened or Endangered Species or critical habitat within the project area?	☒	☐
16. Are any of the following water bodies located within the project limits? ☒ Creek or Stream Channel ☒ Lake ☐ River ☐ Drainage Ditch ☐ N/A		
a. If any water bodies are in the project limits, then how often is water present in them? ☒ Always present ☒ Sometimes present ☐ Rarely present ☐ N/A		
b. Is it likely the project would impact any of the following? *(Check all that apply)* ☐ Creek or Stream Channel ☐ Lake ☐ River ☐ Drainage Ditch ☒ N/A		

17. To your knowledge, do any of the following exist within or adjacent to the project limits? *(Check all that apply)*
    - ☒ Above or below ground storage tanks
    - ☒ Past chemical spills or releases
    - ☐ Operational and/or closed dump or landfill
    - ☐ Industrial or commercial areas
    - ☐ None known

18. Do any of the following statements describe areas within the project limits? *(Check all that apply)*
    - ☒ There is standing water in the project area.
    - ☒ There area areas that hold water longer after it rains and/or do not drain well.
    - ☒ There are areas that appear to be soggy or swampy.
    - ☒ There are known wetlands in the project area.
    - ☒ Wetland plants are located in the project area *(e.g., cattails, reed-canary grass)*

    a. If any boxes were checked in 18 above, is it likely any of those areas would be impacted by project construction? ☐ Yes ☒ No

19. I have attached an aerial location map to this form which shows the project location and contains enough detail for someone from the public to find the project site. ☒ Yes

Please add any additional comments to support the information in this form. *(*Include any public involvement that has occurred.)*

Question 15: The Northern Redbelly Dace has been identified within 5 miles of the project area.

Document Preparer's Signature:

I certify the information in this form accurately reflects what I know about this project at this time.

Carmen Pellish		9/29/2014
(Print Name)	*(Signature)*	*(Date)*

NDOR-NEPA Specialist

(Organization and Title)

402-479-4413	carmen.pellish@nebraska.gov
(Phone – include Area Code)	*(Email)*

The following is for NDOR Use Only

*Environmental Justice/Title VI/*LEP

Civil Rights Staff completes the following:

Does the study area contain high concentrations of low-income or minority populations when compared to the area surrounding the study area and/or the city/county as a whole? ☐ Yes ☒ No

Does 5% or greater, or 1,000 persons or greater, or the affected population primarily speak a language other than English and also speak English "less than very well"? ☐ Yes ☒ No

If yes to any of the questions above, please describe what kind of analysis is recommended for the project based on the project scope and project description. ☐ Yes ☐ No

Chris Hassler	Hwy Civil Rights Specialist	10/8/2014
(Print Name)	*(Signature and Title)*	*(Date)*

Civil Rights Staff Comments: *(Early Guidance for the Project Proponent)* Project entirely on I-80. No further EJ analysis needed. No analysis of population demographics needed because surrounding population has no or limited access to project area, and project activities do not extend beyond project area into surrounding populated area.

Noise and Air Study

Noise & Air Section completes the following:

Is a noise analysis warranted* *(Type I Project)*? ☐ Yes ☒ No

Is an air analysis warranted? ☐ Yes ☒ No

MSAT Analysis Level (Check one) ☒ 1 ☐ 2 ☐ 3

If yes, please identify the type(s) of analysis required.

* Note to Project Sponsor: If the vertical or horizontal alignment is changed, or if the design capacity is modified after DR-53 approval, reconsult with the Noise and Air staff.

Will Packard	Env. Specialist	10/10/14
(Print Name)	*(Signature and Title)*	*(Date)*

Noise and Air Staff Comments: *(Early Guidance for the Project Proponent)*

Public Involvement

Public Involvement Coordinator completes the following:

Based on the NDOR PIP, the DR-53 Guidelines, or characteristics of the project scope, location or community, is additional outreach required beyond the project's program meeting or what is proposed? ☐ Yes ☒ No

If yes, what type of additional public involvement is recommended:

- ☐ Public Involvement Campaigns *(i.e., targeted mailings, new release, etc.)*
- ☐ Public Meeting
- ☐ Other

Sarah Kugler	Pub. Invo Coordinator	10-14-14
(Print Name)	*(Signature and Title)*	*(Date)*

Public Involvement Coordinator Comments: *(Early Guidance for the Project Proponent)*

Probable Class of NEPA Action

NDOR Environmental Section completes the following:

NDOR has reviewed this form and recommends the following Probable Class of NEPA Action for this project:

- [x] Programmatic Categorical Exclusion or Categorical Exclusion
- [ ] Environmental Assessment
- [ ] Environmental Impact Statement

Wendy Austin	Wendy J. Austin, NDOR NEPA Specialist	10/15/14
(Print Name)	*(Signature and Title)*	*(Date)*

NDOR Comments: *(Early Guidance for the Project Proponent)*

FHWA Concurrence on NDOR's Recommended Probable Class of NEPA Action for this project:

	Digitally signed by MELISSA G MAIEFSKI DN: c=US, o=U.S. Government, ou=DOT FHWALincolnNE, ou=FHWA FHWALincolnNE, cn=MELISSA G MAIEFSKI Date: 2014.10.20 [illegible]	
(Print Name)	*(Signature and Title)*	*(Date)*

FHWA concurrence is based on the information known at the time of coordination. This is the probable class of NEPA action and is subject to change as the proposed project progresses and more information is learned about the project, surrounding area, and impacted resources.

FHWA Comments: *(Early Guidance for the Project Proponent)*

FHWA requests mailers be sent to the freight industry during NEPA to solicit feedback. Please call if you'd like to discuss further.

To: NDOR Environmental
From: Sarah Kugler, Public Involvement Manager, NDOR
Date: 15 March 2016
RE: Public Involvement Summary Report, NH-HSIP-80-3(144), Sutherland Interchange – Hershey, C.N. 61490

Public Involvement Summary Report for Targeted Mailer: NH-HSIP-80-3(144), Sutherland Interchange – Hershey, C.N. 61490

Based on an analysis of the project scope, a targeted mailer in the form of a project information packet, website, and a 30-day comment period were used as outreach tools for public involvement on this project. The project information packet involved mailing a project information sheet and prepaid postage comment sheet to the Nebraska Trucking Association. Project information was placed on the NDOR website.

NDOR Public Involvement received 0 comments during the specified comment period (February 9, 2015 – March 11, 2016).

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

February 9, 2016

Nebraska Trucking Association
Attn: Larry Johnson
1701 K St
PO Box 81010
Lincoln NE 68508-1010

Re: Project No. NH-HSIP-80-3(144)
Also Known As: Sutherland Interchange - Hershey
Control No. 61490

Please find enclosed information concerning the proposed transportation improvement project on Interstate 80. The Nebraska Department of Roads (NDOR) is currently seeking public input on the proposed project. Please refer to the accompanying project information sheet and location map for details.

A comment sheet with pre-paid postage is also enclosed. The comment period will run through March 11, 2016. Additional information regarding the project may be found on the NDOR website at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "Sutherland Interchange - Hershey" link, or by contacting the NDOR District 6 office at (308) 535-8031.

NDOR understands that roadway construction may cause temporary inconvenience and hardships, but we are dedicated to improving Nebraska's highway system. With your help, we can achieve this goal.

Sincerely,

Sarah Kugler

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Enclosure

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

February 9, 2016

Nebraska Trucking Association
Attn: Patty Wood
1701 K St
PO Box 81010
Lincoln NE 68508-1010

Re: Project No. NH-HSIP-80-3(144)
Also Known As: Sutherland Interchange - Hershey
Control No. 61490

Please find enclosed information concerning the proposed transportation improvement project on Interstate 80. The Nebraska Department of Roads (NDOR) is currently seeking public input on the proposed project. Please refer to the accompanying project information sheet and location map for details.

A comment sheet with pre-paid postage is also enclosed. The comment period will run through March 11, 2016. Additional information regarding the project may be found on the NDOR website at www.roads.nebraska.gov/projects/future-projects/ by clicking on the "Sutherland Interchange - Hershey" link, or by contacting the NDOR District 6 office at (308) 535-8031.

NDOR understands that roadway construction may cause temporary inconvenience and hardships, but we are dedicated to improving Nebraska's highway system. With your help, we can achieve this goal.

Sincerely,

Sarah Kugler

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

Enclosure

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PROJECT INFORMATION SHEET
As of February 2016

NH-HSIP-80-3(144); C.N. 61490
Sutherland Interchange - Hershey

LOCATION: The proposed project would involve the resurfacing of approximately 6.35 miles of Interstate 80 (I-80) located in Lincoln County. The project would start about 0.29 mile west of the grade separation for the Sutherland Interchange (Exit 158), at mile marker (MM) 157.74, and would extend east to MM 164.09, roughly 0.44 mile west of the grade separation for the Hershey Interchange (Exit 164). Construction would begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate the transitioning of pavement.

PURPOSE AND NEED: The purpose of the proposed project is to preserve the I-80 transportation asset, reduce the frequency and severity of crashes, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for the project is based on the condition of the existing pavement and bridge structures, as well as an emphasis to mitigate the severity of roadway departure crashes.

SCOPE OF WORK: Proposed improvements on this project would include concrete repairs, resurfacing existing concrete pavement on driving lanes and shoulders with an asphalt overlay, shoulder widening, beveled edge, earth shoulder construction, grading foreslopes, culvert work, and removing and replacing guardrail. Existing culverts would be extended. Improvements to structures S080 15803L and S080 15803R would include deck repairs, overlaying the bridge, and sealing concrete rails. The improvements would also consist of concrete repairs and resurfacing the ramps for Exit 158, the eastbound rest area located at MM 159.43 and the westbound rest area located at MM 160.12. The on-ramp at the eastbound rest area would have curb and gutter and the existing flume replaced. Additional work would include grading beyond the hinge point and the construction of shoulder rumble strips.

TRAFFIC VOLUMES:

I-80	MM 157.74 – MM 164.09	
Year	2016	2026
Vehicles Per Day (ADT)	**15,860**	**16,950**
% Heavy Trucks	**47%**	**47%**

CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin spring of 2017 with completion by the winter of 2017.

ACCOMMODATION OF TRAFFIC: The project would be constructed under traffic with lane closures controlled with approved temporary traffic control. Access at the rest areas located eastbound at MM 159.43 and westbound at MM 160.12 would be maintained but may be closed for up to ten days during the completion of construction activities occurring on the mainline at rest areas and rest area entrance and exit ramps.

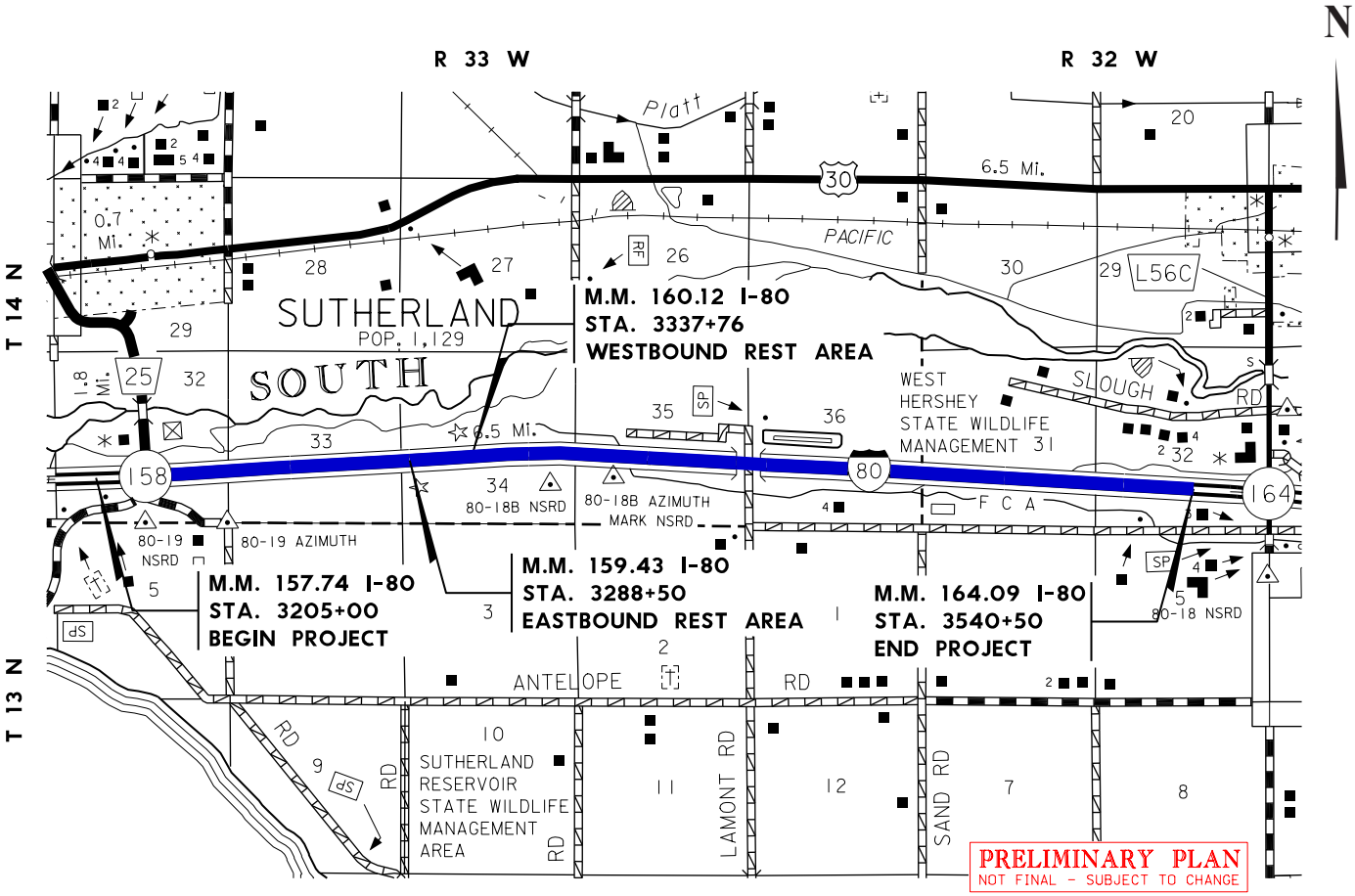
RIGHT-OF-WAY: The proposed project would not require the acquisition of additional property rights.

POTENTIAL IMPACTS: Impacts to wetlands are anticipated and would be mitigated at a U.S. Army Corps of Engineers (USACE) approved mitigation bank site.

ESTIMATED COST: The estimated cost of the project is approximately $8.8 million and would derive from federal and state funding sources.

Sutherland Interchange - Hershey

NH-HSIP-80-3(144); C.N. 61490



U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

Send comments to:	*For more Information:*
NDOR Public Involvement	**NDOR District 6 Engineer**
Sarah Kugler	**Gary Thayer**
P.O. Box 94759; 1500 Hwy. 2	P.O. Box 1108; 1321 N. Jeffers
Lincoln, NE 68509-4759	North Platte, NE 69103-1108
402-479-4871	**308-535-8031**
sarah.kugler@nebraska.gov	*gary.thayer@nebraska.gov*

www.roads.nebraska.gov

Subscribe *Visit www.roads.nebraska.gov and click on the Subscribe button to sign up for email notifications on topics of interest.*

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Six Public Involvement

NH-HSIP-80-3(144) Sutherland Interchange– Hershey; C.N. 61490

Please submit your written comments by March 11, 2016.

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

The Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

(Please Print)

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

(Fold here)

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 1181 LINCOLN NE

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: **Public Involvement**
NEBRASKA DEPT OF ROADS
PO BOX 94759
LINCOLN NE 68509-9983

(Fold here)

(Tape closed - Do not staple)